



NEW YORK  
STATE OF  
OPPORTUNITY

Office of  
General Services



# Design-Build Report 2022



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The New York State Office of General Services (OGS) submits this annual report to the Governor and Honorable Members of the Legislature. This report constitutes the annual report on design-build projects as required by Section 16 of the Infrastructure Investment Act (Part F of Chapter 60 of the Laws of 2015, as amended by Part RRR of Chapter 59 of the Laws of 2017, Part DD of Chapter 58 of the Laws of 2020, and Part AA of Chapter 58 of the Laws of 2022).

By way of background, the traditional method of project delivery for the last 80+ years has been design-bid-build, where the project owner first hires a design professional (an architect or engineer) who prepares a complete set of design documents and specifications. The owner then puts those design documents and specifications out to bid to select one or more construction contractors to build the project. The design professionals are not permitted to collaborate with the construction professionals interested in bidding the project during the design phase. In the case of public sector owners, such as State agencies and authorities, the construction contracts must be awarded to the lowest responsible bidder. If, during the course of construction, it turns out that the construction contractors cannot build in accordance with the design documents or specifications—perhaps because of deficiencies in the design documents or because specified materials are not readily available—the parties will negotiate change orders, which often increase the price or extend the time for completion.

In contrast, under the design-build method of project delivery, the project owner awards a single contract to a team consisting of both designers and construction professionals. The process often begins with an owner sending out a Request for Qualifications (RFQ) that provides a general overview of the project and the experience the owner is seeking. Teams of designers and construction professionals then submit their qualifications for review, and the owner typically selects a short list of qualified bidders who are then sent the Request for Proposals (RFP). Only teams that are short listed through the RFQ process may submit a proposal.

Because design-build contracts are awarded on the basis of best value, price is one component of the best value analysis, but other factors, such as the quality of the design or the project schedule, may also be taken into consideration. The particular factors and the weight they will be given are identified in advance in the RFP. Short-listed teams submit their detailed proposals, which will often contain a partial design, project schedule, and description of the means and methods that will be used to complete the project. After carefully reviewing the proposals, the owner selects the team with the proposal offering the best value.

Design-build is a useful method for project delivery in a number of instances. Because design-build requires close collaboration between design and construction professionals from the outset, it is particularly well-suited to projects calling for innovative design elements or creative solutions to construction. That collaboration also often leads to a reduced need for change orders, which may reduce the cost. Because construction may begin before the design is 100% complete, design-build often allows for faster delivery than design-bid-build. From an owner's perspective, the owner has only one entity to hold accountable and can focus on the project rather than on managing disparate contracts. Some design-build projects are awarded with a guaranteed maximum price, which means that any cost overruns that are not the responsibility of the owner must be borne by the contractor.

As you will see in this report, design-build has been used by the authorized agencies and authorities on a diverse array of projects. While the number of design-build projects remains a tiny fraction of any agency's overall project portfolio, the design-build method has proven to be an effective tool for project delivery in New York State.

# Project Jacob K. Javits Convention Center Expansion

Empire State Development | New York Convention Center Development Corporation (CCDC)  
Construction Complete: May 2021

## Overview

In 2016, the Directors of the New York Convention Center Development Corporation adopted a modified General Project Plan for the Jacob K. Javits Convention Center Expansion and Renovation Civic and Land Use Improvement Project. The project expands the existing Javits Center two blocks further to the north, to 40th Street. The Project has transformed the Javits Center into one of the largest convention centers in the United States and enhances the competitive standing of Javits, allowing it to accommodate larger events and reduce on-street truck traffic. Project highlights include:

- a 480,000 square foot on-site truck marshaling facility, including 27 new loading docks;
- 92,000 square feet of new prime exhibit space;
- 40,000 square feet of new state-of-the-art meeting room space;
- a 58,000 square-foot ballroom / special event space;
- 113,000 square feet of pre-function space;
- roof terrace accommodating 1,500 people for outdoor events;
- green-roof area with working farm.

The contract for the project was awarded to Lendlease Turner, a Joint Venture between Lendlease (US) Construction LMB, Inc. and Turner Construction Company in May 2017. Construction commenced in August 2017, and construction was completed in May 2021. The expansion was designed and constructed to LEED-Gold standards under the U.S Green Building Council’s sustainability and energy efficiency guidelines.

## List of Qualified Bidders

- Lendlease Turner Joint Venture
- Skanska USA
- Gilbane Building Company

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$1,331,000,000

## Explanation of Estimated Cost and Schedule Savings

While it is difficult to quantify the cost and schedule savings on a project of this scale, the Corporation believes the design-build delivery method produced tangible cost and schedule savings.

## How Savings Were Determined

Construction was completed within the tight 42-month time frame (excluding a two-month pandemic “pause”) and change orders have amounted to only approx. 4.1%, or about half of what might be expected on a project of this size, cost, and complexity.



## MBE: % and Dollar Value

Goal: 15% (\$199,650,000)  
Utilization: 15.14% (\$201,465,309)

## WBE: % and Dollar Value

Goal: 15% (\$199,650,000)  
Utilization: 12.34% (\$164,194,760)

## SDVOB: % and Dollar Value

Goal: 3% (\$39,930,000)  
Utilization: 0.000746% (\$992,627)

## PLA Use and Justification

A PLA was used based on a PLA feasibility study that estimated labor savings of approximately \$17.7M by using a PLA.





# Project: Bay Park Conveyance

## Department of Environmental Conservation

### Estimated Construction Completion: November 2023

#### Overview

The Bay Park Conveyance Project is a transformative effort as part of the Western Bays Resiliency Initiative that will drastically improve the water quality and storm resiliency of Long Island's Western Bays. The South Shore Water Reclamation Facility (formerly Bay Park Sewage Treatment Plant) discharges an average of 52 million gallons per day into Reynolds Channel. Reynolds Channel is a small water body with poor tidal flushing that has become an impaired water body rich in nitrogen in large part from treated water discharges. The Bay Park Conveyance Project will divert the treated water away from Reynolds Channel to the Cedar Creek Water Pollution Control Plant (WPCP) where the Bay Park treated water can be discharged from the Cedar Creek ocean outfall. Discharging three miles offshore, the treated water will diffuse and disperse without detrimental impacts to the environment. Upon Project completion, an immediate and drastic recovery of the Western Bays is anticipated. This Project is a partnership between the Department of Environmental Conservation and Nassau County. Nassau County will own and operate the conveyance system. The Department officially awarded the Project Contract on February 26, 2021 to Western Bays Constructors, Joint Venture. The joint venture is comprised of John P. Picone Inc. and Northeast Remsco Inc. In total, the Bay Park Conveyance Project will construct 10.9 miles of new pipeline to convey treated water from the South Shore Water Reclamation Facility to the Cedar Creek WPCP to be discharged through an existing ocean outfall. To construct the new pipeline, this Project uses innovative trenchless construction techniques including sliplining and microtunneling to limit surface disturbance and disruption to the public.

Design and early construction efforts began in March 2021. By April 2022, the Project achieved 85% of design completion. Excavation of shafts along the Bay Park and Cedar Creek alignments began in early Fall 2021 and early Winter 2022, respectively. Sliplining of an existing and abandoned aqueduct under Sunrise Highway began in March 2022 and microtunneling at the first of the 14 shafts began in April 2022, while ongoing improvements are being made at both the South Shore Water Reclamation Facility and the Cedar Creek WPCP.

#### Project Scope

- New Pump Station with 75 MGD capacity
- New diversion structure to divert effluent from existing Reynolds Channel outfall to the new pump station
- Two microtunnel segments 2.0 miles and 1.6 miles respectively with 84" diameter reinforced concrete and fiberglass lined pipe
- Sliplining 7.3 miles of fiberglass pipe installed inside the existing steel aqueduct under Sunrise Highway
- New Receiving tank installed at the Cedar Creek Water Pollution Control Plan
- Replacing five existing outfall pipes



- Installing new air release valves install along the new force main
- Inspection cleaning and repair work on existing ocean outfall

#### List of Qualified Bidders

- Skanska Posillico Michels JV
- Western Bays Constructors JV
- Southland/RJ Industries JV

#### About the Procurement Process

Two-step process (RFQ and RFP)

#### Total Cost of Project

\$439,400,000

#### Explanation of Estimated Cost and Schedule Savings

\$50M of cost savings and two years of schedule savings.

#### How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

#### MBE: % and Dollar Value

N/A based upon presence of DBE goals

#### WBE: % and Dollar Value

N/A based upon presence of DBE goals

#### SDVOB: % and Dollar Value

6% As Required by Nassau County Local Law 2-2016

\$26,364,000

0.54% Commitment to date - \$2,374,905

#### DBE: % and Dollar Value

23% Combined DBE, MBE and WBE Goal - \$101,085,449

8.89% Commitment to date - \$39,041,919

#### PLA Use and Justification

A PLA was used based upon the size and complexity of the project, number of trades involved, and the benefit of no strike terms, alternative dispute resolution for workers' compensation claims, efficiency of schedule, and estimated cost savings of \$5M plus.

# Project Mt. Van Hoevenburg Site Work

Olympic Regional Development Authority | Olympic Sports Complex, Lake Placid, NY  
Construction Complete: July 1, 2021

## Overview

The location of this design-build project is the Mt. Van Hoevenburg Olympic Sports Complex located at 220 Bob Sled Run Lane in the Town of North Elba, Essex County, New York.

This project generally consisted of earthwork at the Olympic Sports Complex (OSC) to support numerous transformation projects occurring at the OSC. Clearing, grubbing, and grading work was required to construct approximately 4 km of new Nordic ski trails. The work also included the construction of a new Nordic stadium, biathlon shooting range, pedestrian bridges, trail bridges, and culverts. Earthwork was required for new snowmaking infrastructure, site utility installation, a new parking lot, various access roads and support of construction of a new base lodge and alpine coaster.

This project included the addition of a water reservoir for snowmaking. Construction of the reservoir included clearing, grubbing, and rock removal. The snowmaking system included the installation of piping, pumps and compressors and the construction of a pump house.

This project included clearing, grading, and site preparation for the construction of a new base lodge. This entailed utility relocations and temporary utilities. The base lodge building itself was procured through a separate design-build solicitation with the landscaping and hardscape for the base lodge building included in this project.

The project included improvements to the water, wastewater, power, communications, and data infrastructure for the OSC. The water and wastewater work entailed the design, permitting, and construction. The power, communications, and data work was limited to the installation of buried conduits, vaults, and appurtenances.

Project coordination was required to allow for continued operations at the OSC during the project. This included winter training activities and scheduled competitions at the OSC.

Proposals were submitted on April 12, 2019, and the project needed to be completed by the beginning of the 2020 ski season. The contract was awarded to Rifenburg Construction Inc. on May 29, 2019.

## List of Qualified Bidders

- D.A. Collins Construction Co., Inc.
- Harrison & Burrowes Bridge Constructors and The Wesson Group, A Joint Venture, LLC
- Rifenburg Construction Inc.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$29,161,807.84

## Explanation of Estimated Cost and Schedule Savings

Cost: Savings on this project were predominately driven by shortening of the project schedule resulting in an estimated savings of \$1.7M.

Schedule: Given the scope of this project, a design-build approach allowed for demo and site clearing to begin within one month of project award. Design continued for an additional four to five months beyond the start of construction. Had this been a traditional project delivery method, design would have been completed near the end of 2019 pushing the start of construction to spring 2020. This project always needed to be divided over two summer seasons. Therefore, a 2020 construction start would have resulted in a late 2021 construction finish, effectively pushing the completion date out 12 months.

Throughout the project there were also significant unforeseen conditions due to subsurface conditions resulting in several elements of the project needing to be redesigned mid project. Having a collaborative relationship with the contractor allowed for this work to be seamlessly worked into the project schedule without impacts to the completion date.

## How Savings Were Determined

With a shortened project schedule, general conditions, and requirement durations were ultimately reduced. It is also likely that given the unforeseen conditions, a third summer building season would have been needed to complete this project scope under a traditional design-bid-build delivery method. The extension of time would have come at a cost of roughly \$210,000 per month.

## MBE: % and Dollar Value

1.51% | \$439,662

## WBE: % and Dollar Value

6.89% | \$2,009,871

## SDVOB: % and Dollar Value

0.53% | \$153,958

## PLA Use and Justification

No PLA was used.



# Project Mt. Van Hoevenburg Base Lodge & Sliding Sports Facility

Olympic Regional Development Authority | Olympic Sports Complex, Lake Placid, NY

Estimated Construction Completion: November 11, 2022

## Overview

The location of this design-build project is the Mt. Van Hoevenburg Olympic Sports Complex located at 220 Bob Sled Run Lane in the Town of North Elba, Essex County, New York.

The project generally consisted of the design and construction of a new Olympic Sports Complex (OSC) Base Lodge / Competition Building / Bobsled Push Start Facility (collectively, the Complex). The Complex includes a lodge for cross-country skiing programs, biathlon programs, and the sliding sports programs and will operate as a welcome center/information area, with ticketing for existing venue attractions, retail, food service, restrooms, rental equipment, administrative and meeting room space, and a hiking “trailhead.”

The OSC Base Lodge houses a Bobsled Push Track system with the track element of the system being approximately 500 feet long and 43 feet wide. The complete system includes all related refrigeration and other associated mechanical/electrical and operational infrastructure.

Proposals were submitted on April 12, 2019, and the project needed to be completed by the beginning of the 2020 ski season. The contract was awarded to The Pike Company on May 29, 2019.

## List of Qualified Bidders

- Epic Management of NY, LLC
- Sano-Rubin Construction Services, LLC
- The Pike Company

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$33,353,435, but MBW, WBE, and SDVOB goals are based on an Adjusted Total Build Cost of \$24,891,679, which does not include items such as phasing premiums, contingencies, and general conditions where there is no opportunity for MBE, WBE, or SDVOB participation.

## Explanation of Estimated Cost and Schedule Savings

Cost: Savings were estimated by combining a reduced project duration, design costs, and passing of change order risk to the contractor. It is estimated that by electing to deliver this project using design-build, ORDA reduced project costs by approximately \$2.2M or 6.7% of total project cost.

Schedule: The most notable schedule savings resulting from the design-build approach is that the team was able to start construction three months after award while the balance of the design was still progressing. Not until roughly six months later was the design fully complete, and at that stage the entire structural frame was in place, resulting in roughly a six-month



schedule savings. In addition, had this project used design-bid-build, the contract would not have been awarded until late 2019, and the start of construction would have been pushed to 2020, adding schedule and cost to the project.

## How Savings Were Determined

Cost savings were determined based on several factors.

With a shortened project schedule, general conditions and requirement durations were drastically shortened. This would include items such as trailer rentals, staff travel, temp facilities, snow removal, etc.

There was also roughly a 5.5% cost reduction in design to ORDA in comparison to industry norms.

Change order volume was also reduced as only unforeseen conditions or owner requests were acceptable change orders. Error and omissions on the document set were covered by the contractor. For a project of this size, ORDA would typically carry 5% contingency but only needed 2.5% on this project due to the delivery method.

## MBE: % and Dollar Value

5.00% Goal: \$1,244,584

5.03% Attainment: \$1,252,051

## WBE: % and Dollar Value

12.74% Goal: \$3,171,200

11.69% Attainment: \$2,909,837

## SDVOB: % and Dollar Value

1.48% Goal: \$368,397

0.63% Attainment: \$157,394

## PLA Use and Justification

No PLA was used.

Overview

This project involves the design and construction of “Cashless Tolling” on the New York State Thruway along I-87 from Woodbury to Albany and along I-90 from the Pennsylvania line to the Massachusetts line. The purpose of this project is to replace the existing ticketed tolling system with a non-ticketed cashless tolling system. The conversion to cashless tolling is expected to reduce congestion at the Thruway interchanges and reduce crashes, resulting in time savings (reduced congestion) for travelers and improved safety. The work will involve the installation of an efficient, secure, reliable, and maintainable electronic tolling system for high-speed traffic operations, the removal of existing toll booths, and other improvements to provide safe and efficient access to adjacent connecting roadways, maintenance, tandem parking, and park & ride lots.

The project was awarded to Cashless Tolling Constructors, LLC. Work commenced on August 19, 2019 and was completed on November 1, 2021.

- List of Qualified Bidders

  - Cashless Tolling Constructors, LLC
  - Kiewit Infrastructure Co.
  - Statewide Civil, LLC

About the Procurement Process

Two-step process (RFQ and RFP)

Total Cost of Project

\$355,357,573

Explanation of Estimated Cost and Schedule Savings

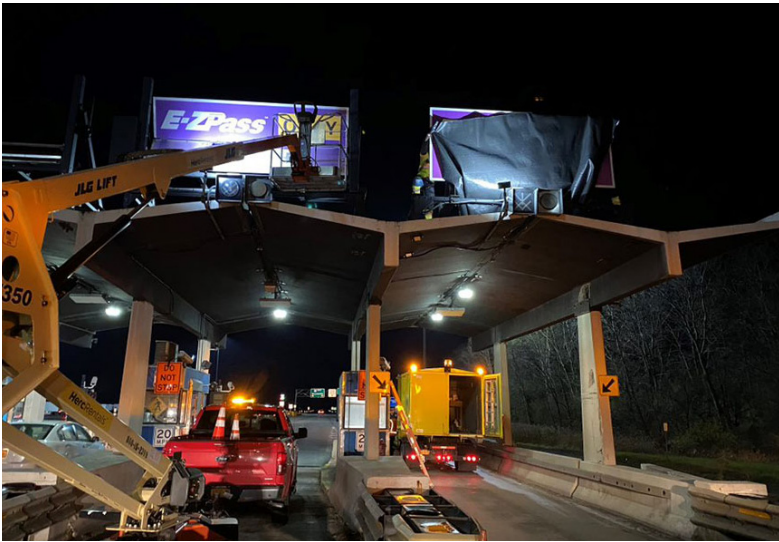
\$20 Million

Schedule Savings: 2 years

How Savings Were Determined

The cost savings is based on the difference between the Authority’s cost estimate and the cost submitted by the winning bidder.

Schedule savings are based on the difference between the schedule for a comparable design-bid-build procurement and the contractor’s proposed schedule.



MBE: % and Dollar Value

10% Goal - \$35,875,592

10% Commitment at Award - \$35,875,592

9.76% attainment to date (pending final payment) - \$35,014,578

WBE: % and Dollar Value

10% Goal - \$35,875,592

10% Commitment at Award - \$35,875,592

11.65% attainment to date (pending final payment) - \$41,795,065

SDVOB: % and Dollar Value

.5% Goal - \$17,937,796

.5% Commitment at Award - \$17,937,796

.51% attainment to date (pending final payment) - \$18,296,552

PLA Use and Justification

No PLA was used.

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# Project Buffalo Exchange Street Station

Department of Transportation | Western New York Region

Construction Complete: May 28, 2021

## Overview

The work for this project included the design and construction of a new downtown Buffalo train station in the vicinity of the existing train station, including: architectural design, engineering, and construction of a new train station, railroad tracks and high-level platform and canopy; pedestrian passageway (bridge over track) construction and pedestrian and bicycle access and amenities; ramp, stair, and elevator construction; and signing and parking area markings.

## List of Qualified Bidders

- Hohl Scrufari Train Station LLC with Mott MacDonald/Foit-Albert Associates
- Union Concrete and Construction Corp. with LaBella Associates, PC

## Successful Team

- Hohl Scrufari Train Station LLC with Mott MacDonald/Foit-Albert Associates.

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$27,650,000

## Explanation of Estimated Cost and Schedule Savings

\$8.9 million/24 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## MBE: % and Dollar Value

12.00% MBE Goal - \$3,318,000

8.25% MBE Commitment at award - \$2,281,400

9.44% MBE Attainment to date - \$2,610,233

## WBE: % and Dollar Value

18.00% WBE Goal - \$4,977,000

13.93% WBE Commitment at award - \$3,851,000

23.13% WBE Attainment to date - \$6,394,137

## SDVOB: % and Dollar Value

SDVOB goals were not required at this time, but the contractor did use SDVOB subcontractors amounting to \$47,583 in payments.

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.



# Project Interstate 390 Interchange Improvements at Interstate 490

Stages 3 and 4 | Department of Transportation | Finger Lakes Region

Construction Complete: December 21, 2021

## Overview

The project included construction of a new two-lane Interstate 390 Southbound flyover over the main interchange; completion of Lyell Avenue improvements west of Interstate 390 to Howard Avenue; replacement of the Buffalo Road (Route 33) bridge over Interstate 390; rehabilitation of pavement on Interstate 390 and Interstate 490 within the project limits; and installation of noise walls.

## List of Qualified Bidders

- Cold Spring Construction Co. with Erdman Anthony and Gannett Fleming
- Crane Hogan Structural Systems with T.Y. Lin International and Stantec
- Lancaster Development and Tully Construction Co. dba L&T Construction with KC Engineering
- Union Concrete/DA Collins JV with Hardesty and Hanover LLC

## Successful Team

- Cold Spring Construction Co. with Erdman Anthony and Gannett Fleming

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$86,274,000

## Explanation of Estimated Cost and Schedule Savings

24 months

## How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project was federally funded, DBE goals were set and SDVOB goals did not apply.

12.00% DBE Goal - \$10,352,880

10.07% DBE Commitment at award - \$8,690,388

11.87% DBE Attainment to date - \$10,243,745

(Project is 100% complete)

## PLA Use and Justification

No PLA was used.





# Project Kew Gardens Interchange Infrastructure & Operational Improvement

Department of Transportation | New York City Region

Estimated Construction Completion: June 2022

## Overview

The work for this project will include six full bridge replacements consisting of demolition of the existing structures and complete construction of the replacement bridges. In addition, the construction of five new bridges and alignment modifications were required to provide operational improvements to the Grand Central Parkway (GCP), Jackie Robinson Parkway (JRP), and Union Turnpike (UTP) in the Kew Gardens Interchange. Three existing stop conditions are removed at the following locations: Westbound UTP to Westbound GCP – Eliminate stop condition, add acceleration lane; Eastbound GCP to Westbound JRP – Eliminate stop condition, improve geometry and stopping sight distance; Eastbound JRP to Westbound GCP – Eliminate stop condition, improve geometry and stopping sight distance. The highway work also included the realignment of the existing mainline roadways and the interconnecting ramps within the interchange. The project also included construction of cut-and-fill type earth-retaining structures and approach work to tie into the new bridge structures.

## List of Qualified Bidders

- Halmar International, LLC with Henningson, Durham & Richardson/KC Engineering
- Kew Interchange Constructors, JV with Stantec/Greenman-Pedersen
- Skanska ECCO III KGI, JV with HNTB
- Tully Granite, JV with STV Inc.

## Successful Team

- Halmar International, LLC with Henningson, Durham & Richardson/KC Engineering

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$365,706,001

## Explanation of Estimated Cost and Schedule Savings

24 months

## How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project is federally funded, DBE goals were set and SDVOB goals do not apply.

14.00% DBE Goal - \$51,198,840

6.08% DBE Commitment at award - \$22,225,000

14.08% DBE Attainment to date - \$51,482,185

(Project is 86.86% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.



# Project Lower Westchester Bridge Bundle

Department of Transportation | Mid-Hudson Region  
Estimated Construction Completion: November 2022

## Overview

The work for this project included five bridge replacements, which include demolition of existing structures and complete construction of the replacement bridges. The new bridges require larger spans to increase the hydraulic opening of the structures. The structures include: Lincoln Avenue over the Hutchinson River Parkway and Hutchinson River; Saw Mill River Parkway in both directions crossing the Saw Mill River; and US Route 1 crossing the Mamaroneck River. Highway work for the full replacement bridges is significant and will include approach work to tie into the new structures. The project also includes full reconstruction of portions the Hutchinson River and Saw Mill River Parkways and may include significant drainage work and a culvert replacement.

## List of Qualified Bidders

- ECCO III Enterprises with Michael Baker Engineering
- Halmar International with MG McLaren
- Michels/A. Servidone, Inc./B Anthony Constructors II, LLC with KC Engineering
- Posillico Civil, Inc with Parsons Transportation Group of New York

## Successful Team

- Halmar International with MG McLaren

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$115,252,242

## Explanation of Estimated Cost and Schedule Savings

\$7.6 million/18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project is federally funded, DBE goals were set and SDVOB goals do not apply.

14.00% DBE Goal - \$16,135,314

5.82% DBE Commitment at award - \$6,703,960

7.31% DBE Attainment to date - \$8,423,140

(Project is 64.03% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.





# Project Hunts Point Interstate Access Improvement Project

Contract 1 | Department of Transportation | New York City Region

Estimated Construction Completion: March 2023

## Overview

The first of three contracts, the work for this contract includes three new ramps to and from Edgewater Road to allow Eastbound traffic from the Bruckner Expressway and Southbound traffic from Sheridan Boulevard to access the Hunts Point Peninsula and to allow traffic to exit the Hunts Point Peninsula onto Northbound Sheridan Boulevard; partial replacement of one pedestrian bridge at Bryant Avenue and Bruckner Boulevard; demolition of the two Westbound truss bridges and one Eastbound bridge and replacing with new bridges; and, relocation of the Eastbound entrance ramp by Whittier Street to the East of the Bronx River Avenue bridge. The intersection of Hunts Point Avenue and Bruckner Boulevard is being redesigned with wider medians and shorter crosswalks to improve pedestrian crossings. Several local street intersections within the Hunts Point Peninsula are being reconstructed to provide improved pedestrian access. In addition, deck replacement of Bruckner Expressway viaduct within the project limit is also included. The new ramps to Edgewater Road, the westbound truss bridges and adjacent eastbound bridge, and the pedestrian bridge span Amtrak and CSX tracks. A shared-use path for pedestrians and bicyclists connecting Garrison Park and Concrete Plant Park will also be constructed with a new railroad pedestrian crossing.

## List of Qualified Bidders

- Granite Tully JV with HNTB
- HC Constructors, JV with WSP USA, Inc.
- Kiewit Infrastructure Co. with Henningston, Durham & Richardson
- Skanska ECCOO III HPA JV with JMT of NY

## Successful Team

- Skanska ECCOO III HPA JV with JMT of NY

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

\$459,710,000

## Explanation of Estimated Cost and Schedule Savings

\$91 million/ 18 months

## How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

## DBE Goals

Because this project is federally funded, DBE goals were set and SDVOB goals do not apply.

14.00% DBE Goal - \$64,359,400

5.43% DBE Commitment at award - \$24,965,000

10.46% DBE Attainment to date - \$48,064,417

(Project is 66.58% complete)

## PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.



# Project Hunts Point Interstate Access Improvement

## Contract 2 | Department of Transportation | New York City Region

### Estimated Construction Completion: November 2023

#### Overview

The second of three contracts, this project includes widening and reconfiguration of the Bruckner Expressway; removal of the Exit 48 ramp from Westbound Bruckner Expressway to 138th Street; construction of two new ramps from Leggett Avenue to Westbound Bruckner Expressway, and from Westbound Bruckner Expressway to Leggett Avenue; widening of the Bruckner Expressway from Barretto Street to the new ramp to accommodate additional lanes; rehabilitation of Bruckner Expressway Viaduct from East 141st Street to Barretto Street (1.25 miles), including deck replacement and improvements to existing piers; and pavement rehabilitation on Bruckner Boulevard from 138th Street to Barretto Street. The project also includes the redesign of local street intersections with wider medians and shorter crosswalks to improve pedestrian safety and construction of a shared-use path along the Bruckner Boulevard median between 138th Street and Barretto Street.

#### List of Qualified Bidders

- El Sol/DeFoe JV with Greenman-Pedersen
- HDS Constructors JV with WSP USA
- Tully/Posillico JV with HNTB
- Yonkers-Lane JV with Stantec and KC Engineering

#### Successful Team

- El Sol/DeFoe JV with Greenman-Pedersen

#### About the Procurement Process

Two-step process (RFQ and RFP)

#### Total Cost of Project

\$518,007,902

#### Explanation of Estimated Cost and Schedule Savings

\$100 million/ 18 months

#### How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

#### MBE: % and Dollar Value

13.00% Goal - \$67,341,027  
12.97% Commitment at award - \$67,200,000  
5.59% Attainment to date - \$28,957,059  
(Project is 36.42% complete)

#### WBE: % and Dollar Value

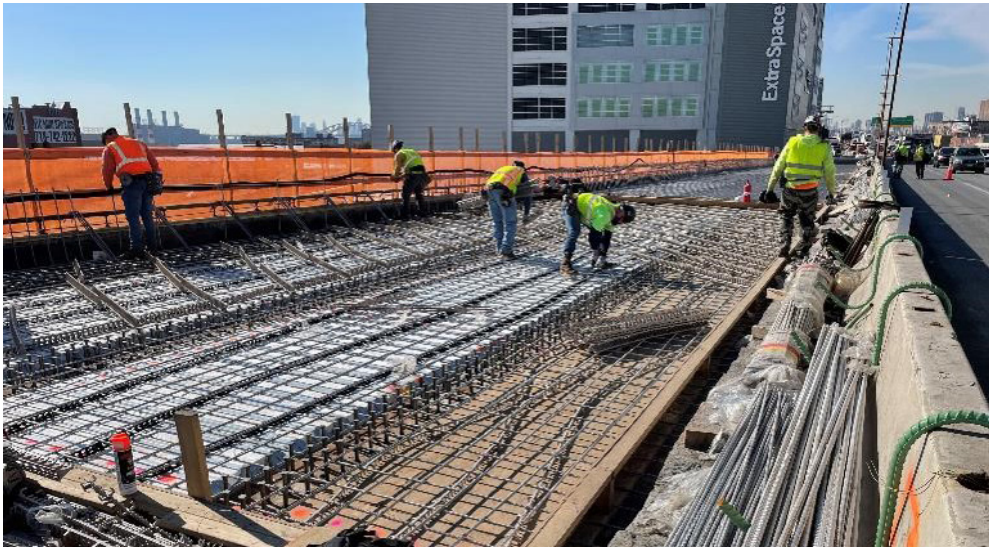
8.00% Goal - \$41,440,632  
4.26% Commitment at award - \$22,070,000  
1.82% Attainment to date - \$9,415,234  
(Project is 36.42% complete)

#### SDVOB: % and Dollar Value

3.00% Goal - \$15,540,237  
3.09% Commitment at award - \$16,000,000  
1.51% Attainment to date - \$7,824,418  
(Project is 36.42% complete)

#### PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, and quantifiable savings estimated by a feasibility study.





# Project Hunts Point Interstate Access Improvement

Contract 3 | Department of Transportation | New York City Region

Estimated Construction Completion: October 2025

## Overview

The third of three contracts, this project includes the rehabilitation and widening of Bruckner Expressway between Barretto Street and Hunts Point Avenue; reconstruction of Bruckner Expressway between Hunts Point Ave. and Faile Street including superstructure, substructure, piers, abutment, and retaining walls; construction of two new ramps: Ramp SS from Southbound Sheridan Boulevard to Westbound Bruckner Expressway and Ramp SN from Eastbound Bruckner Expressway to Northbound Sheridan Boulevard; highway lighting improvements; replacement and installation of overhead sign structures/cantilever overhead sign structures; drainage improvements; Bryant Avenue Pedestrian Bridge Replacement; demolition, including removal of ramp superstructure, piers, abutment, and retaining walls; pavement rehabilitation on Bruckner Boulevard from Barretto Street to Whittier Street; sidewalk and curb replacement; redesign of six local street intersections; construction of a shared-use path and bike path on Bruckner Boulevard between Barretto Street and Whittier Street; replacement of fence on retaining wall parapet and along ROW adjacent to Railroads; street lighting improvements; landscaping.

## List of Qualified Bidders

- El Sol/DeFoe JV with Parsons Transportation
- Halmar International with Hennigson, Durham & Richardson
- HP3 Partners with Stantec Consulting
- Skanska ECCO III HPA 3 JV with JMT of New York

## Successful Team

Award is anticipated in November 2022

## About the Procurement Process

Two-step process (RFQ and RFP)

## Total Cost of Project

Estimate \$453 Million

## DBE: % and Dollar Value

The DBE Goal has been set at 10%.

## PLA Use and Justification

NYS DOT recommended a PLA be used based on the benefit of a No-Strike provision, the size and complexity of the project, and quantifiable savings estimated by a feasibility study. The PLA process is proceeding.



# Project Van Wyck Expressway Capacity & Access Improvements

John F. Kennedy International Airport, Contract 1 | Department of Transportation | New York City Region

Estimated Construction Completion: December 2023

Overview

The first of three contracts, the work for this project includes the replacement and retrofit of the superstructure and substructure on nine bridges over the Van Wyck Expressway in order to prepare for the future widening of the Van Wyc Expressway mainline between Hoover Avenue and the southern end of Federal Circle. The project also includes intersection improvements to ensure Americans with Disabilities Act compliance. The following bridges are included in this Contract: Hillside Avenue, Jamaica Avenue, 101st Street, Liberty Avenue, 109th Street, Linden Boulevard, Foch Boulevard, Rockaway Boulevard, and 133rd Avenue.

List of Qualified Bidders

- CF Constructors (EE Cruz and Flatiron JV) with BTMI Engineering/Michael Baker Engineering Inc.
- Halmar International LLC with Jacobs Civil Consultants
- Lane-Schiavone VWE JV with HNTB
- Posillico/EI Sol JV with Dewberry/Greenman-Pedersen Inc.
- Skanska ECCO III VWE JV with AECOM

Successful Team

- Posillico/EI Sol JV with Dewberry/Greenman-Pedersen Inc.

About the Procurement Process

Two-step process (RFQ and RFP)

Total Cost of Project

\$341,955,557

Explanation of Estimated Cost and Schedule Savings

18 months

How Savings Were Determined

Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor’s proposed schedule.

MBE: % and Dollar Value

10.00% Goal - \$34,195,556  
13.10% Commitment at award - \$44,800,000  
4.77% Attainment to date - \$16,318,342  
(Project is 39.32% complete)

WBE: % and Dollar Value

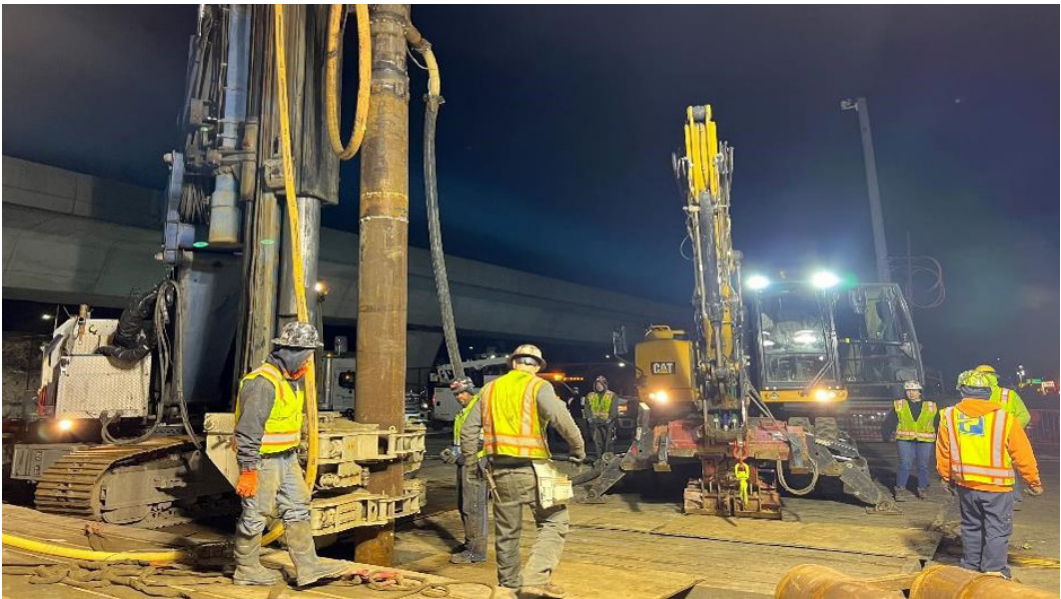
10.00% Goal - \$34,195,556  
3.64% Commitment at award - \$12,440,000  
2.48% Attainment to date - \$8,496,781  
(Project is 39.32% complete)

SDVOB: % and Dollar Value

SDVOB goals were not required at this time.

PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision and quantifiable savings estimated by a feasibility study.





# Project Van Wyck Expressway Capacity & Access Improvements

## John F. Kennedy International Airport, Contract 2 | Department of Transportation | New York City Region

Estimated Construction Completion: June 2024

### Overview

The second of three contracts, the work for this project includes the replacement of one Long Island Rail Road bridge, rehabilitation and retrofit of two additional Long Island Rail Road bridges, and replacement of one bridge over the Van Wyck Expressway. The work includes the relocation of existing piers in order to accommodate future Van Wyck Expressway widening, abutments strengthening, center pier reconstruction or strengthening in place, installation of new bearings, and replacement of the Atlantic Avenue bridge crossing the Van Wyck Expressway, including superstructure and substructure replacement in order to accommodate future Van Wyck Expressway widening.

### List of Qualified Bidders

- Halmar International LLC with Henningson, Durham & Richardson
- Schiavone-Lane VWE2 JV with Stantec
- Skanska ECCO III VWE2 JV with AECOM

### Successful Team

- Halmar International LLC with Henningson, Durham & Richardson

### About the Procurement Process

Two-step process (RFQ and RFP)

### Total Cost of Project

\$318,552,129

### Explanation of Estimated Cost and Schedule Savings

\$170 million/ 18 months

### How Savings Were Determined

Cost savings are based on the difference between the Department's estimate and the contractor's submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor's proposed schedule.

### MBE: % and Dollar Value

8.00% Goal - \$25,484,170  
1.39% Commitment at award - \$4,441,000  
0.49% Attainment to date - \$1,545,056  
(Project is 17.08% complete)

### WBE: % and Dollar Value

8.00% Goal - \$25,484,170  
5.79% Commitment at award - \$18,439,535  
0.35% Attainment to date - \$1,129,197  
(Project is 17.08% complete)

### SDVOB: % and Dollar Value

6.00% Goal - \$19,113,128  
0.36% Commitment at award - \$1,137,000  
0.12% Attainment to date - \$391,929  
(Project is 17.08% complete)

### PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the number of trades involved, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.



# Project Van Wyck Expressway Capacity Improvements

## Contract 3 - As Planned | Department of Transportation | New York City Region

### Estimated Construction Completion: June 2025

#### Overview

The third of three contracts, the work for this project will include the construction of a fourth lane on the Van Wyck Expressway between Hoover Avenue and Federal Circle. The additional lane in each direction will be a managed-use lane with high-occupancy vehicle restrictions. In addition to the mainline widening, the project will reconstruct, remove, or relocate the exit and entrance ramps within the project limits to address geometric and operational deficiencies, will reconstruct/replace eight existing bridges and construct one new bridge. The bridges included in this project are: Van Wyck Expressway in both directions over North Federal Circle; the Southbound Van Wyck Expressway managed-use lane over the Van Wyck Expressway Southbound Exit ramp; Van Wyck Expressway Northbound over Van Wyck Expressway Southbound Exit ramp; Nassau Expressway over the Van Wyck Expressway; Van Wyck Expressway Northbound and Southbound over South Conduit Avenue; Van Wyck Expressway Northbound and Southbound over Belt Parkway; Van Wyck Expressway Northbound and Southbound over North Conduit Avenue; 86th Avenue Pedestrian Bridge over the Van Wyck Expressway; and Van Wyck Expressway Southbound over Northbound Main Street.

Existing entrance and exit ramps in the northbound and southbound directions will be either reconstructed in place, removed, or relocated. Ramps will be removed at Atlantic Avenue/94th Street, Liberty Avenue and 101st Street. New ramps will be constructed between Atlantic Avenue and Jamaica Avenue, and between Atlantic Avenue and 101st Street.

This contract also includes construction of retaining walls, installation of noise barriers, construction of a managed-use lane, full-depth pavement reconstruction and resurfacing, new drainage structures, replacement and/or relocation of utilities, lighting, intelligent transportation systems, signing, pavement markings, and landscaping; construction of a new ventilation shaft and access hallway for the existing NYCT Rectifier Room located between Southbound Van Wyck Expressway and Southbound Van Wyck Expressway entrance ramp from Main Street at 86th Avenue; and construction of a \$135 million double barrel storm sewer betterment for New York City.

#### List of Qualified Bidders

- Tully Construction Co. with STV Incorporated
- Posillico El Sol JV with Dewberry Engineers. Inc.
- Skanska ECCO III VWE 3 JV with AECOM USA, Inc.

#### Successful Team

Tully Construction Co. with STV Incorporated

#### About the Procurement Process

Two-step process (RFQ and RFP)

#### Total Cost of Project

\$804,103,096

#### Explanation of Estimated Cost and Schedule Savings

\$117 million/6 months

#### How Savings Were Determined

Cost savings are based on the difference between the Department’s estimate and the contractor’s submitted cost. Schedule savings are based on the difference between the estimated project schedule using a design-bid-build method and the contractor’s proposed schedule.

#### DBE Goals

Because this project is federally funded, DBE goals were set and SDVOB goals do not apply.

- 10.00% Goal - \$80,410,310
- 10.00% Commitment at award - \$80,469,000
- 0.00% Attainment to date
- (Project is 0% complete)

#### PLA Use and Justification

A PLA was used based on the benefit of a No-Strike provision, the size and complexity of the project, and quantifiable savings estimated by a feasibility study.





# Project I-81 Viaduct Phase 1

## Contract 1 | Department of Transportation | Syracuse Region

### Estimated Construction Completion: December 2025

#### Overview

The first contract related to the conversion of I-481 to I-81, this project includes improvements to the section between I-690 and I-90 including: construction of a third southbound lane between Kirkville Road and I-690 including widening and rehabilitation of the existing bridge over the CSX Railroad tracks, as well as the existing bridge over Route 290; construction of a third northbound lane between I-690 and Kirkville Road, including widening and rehabilitation of the bridge over the CSX Railroad tracks, as well as the existing bridge over Route 290; construction of a third northbound lane between Kirkville Road and I-90, including widening and rehabilitation of the existing bridge over the NYS Thruway; reconstruction and widening of the new section of I-81 between Interchange 8 to Interchange 9 including: construction of a southbound auxiliary lane; widening and rehabilitation of three existing bridges, as well as a new structure - I-81 SB over Thompson Road; reconstruction of the existing I-81/I-481 northern interchange including the demolition of two existing ramps, widening of BL81 within the interchange area, reconstruction of existing loop ramp from BL81NB to NY Route 481 NB, construction of a new two-lane mainline roadway from existing I-81 SB to new I-81 SB, construction of a new two-lane mainline roadway from new I-81 NB to I-81 NB, construction of four new bridges, and replacement of one bridge.

#### List of Qualified Bidders

- Cashless Tolling Constructors with Stantec Consulting
- Lane-Barrett Constructors Joint Venture with Jacobs Civil Consultants
- Salt City Constructors with HNTB New York

#### Successful Team

- Award is anticipated in December 2022

#### About the Procurement Process

Two-step process (RFQ and RFP)

#### Total Cost of Project

\$300 Million (Estimated)

#### DBE: % and Dollar Value

The DBE Goal has been set at 10%.

#### PLA Use and Justification

NYSDOT recommended a PLA be used based on the benefit of a No-Strike provision, the size and complexity of the project, and quantifiable savings estimated by a feasibility study. The PLA process is proceeding.

